

### **Amendments to the Drawings**

- 1) Figure 1 has been amended to correct a drawing error. Previously the upper tapered insert did not show a taper. The mating lower tapered insert is also corrected. The drawing sheet has been labeled "Replacement Sheet."
- 2) The features "enhance vertical and horizontal travel of the suspension system" have been cancelled from the claims, hence these features are not relevant to the amended Figure 1.
- 3) Figure 2 has been amended so that the bolt will now cleanly pass through the tapered insert. The drawing sheet has been labeled "Replacement Sheet."
- 4) New Figure 3 is included which visually depicts material described in Paragraphs 9 and 10 of the original specification. The drawing sheet has been labeled "New Sheet." Figure 3 does not include any new material.

### **Remarks**

PTO/SB/01 is included which includes a properly executed oath for Roger Winiger.

### **Specification**

- 1) Paragraph [0007.1] has been added to describe the contents of the new drawing sheet Fig. 3.
- 2) Paragraph [0009] has been amended to incorporate references to Fig. 1 and the new Fig. 3.

No new matter has been included: each of the amended paragraphs and drawings clarify and/or explain material described or shown in the original specification and drawings.

### **Claims**

#### **Response to Claim rejections – 35 USC § 112**

Claims 1 and 4 are cancelled. Claim 2 is withdrawn. Claim 3 has been previously cancelled. New Claims 5 through 10 are included that more distinctly claim the subject matter which the applicants regard as their invention.

Since Claims 1 and 4 have been canceled, Examiner's objections under the first paragraph of 35 USC § 112 are not applicable.

The word "conventional" is not used in the new claims.

In like manner, Examiner's objections under the second paragraph of 35 USC § 112

There are no method steps of conversion in the new claims.

The new drawing sheet, labeled Fig. 3 visually depicts how the upper suspension arm, the first joint including the present invention, the first spindle, the lower suspension arm, the second joint including the present invention, the second spindle and the steering knuckle are interconnected as described in Paragraph 9 and 10 of the original specification.

### **Response to Claim rejections – 35 USC § 102**

There are no method steps of conversion in the new claims.

The structural limitations addressed by the Examiner have been clarified and hence overcome by addition of the new Fig. 3 and Paragraph [0007.1].

The upper tapered insert (25') cited on page 6 of the Office Action Summary is a bearing insert (Moskovitz (USPN 2,936,188), 3, line 40). In like manner, the bolt (24) is the enlarged head of a stud (3, line 22). The bearing insert and the enlarged head of a stud do not impinge on the present invention.

1) Moskovitz (USPN 2,936,188) shows a Ball Joint Assembly Bearing Construction comprising at least twenty components, a large percentage of which are in motion during travel. The present invention performs the same function with two stationary parts, a joint and a tapered insert. The present invention is not a modified ball joint and has no bearing, locking rings, dust caps, springs or retainer clips as found in Moskovitz. Nor does it have internal parts requiring lubrication.

2) Moskovitz does not show, teach or suggest a Ball Joint Assembly Bearing Construction that would “enhance” vertical and horizontal travel of the suspension system. The present invention is specifically designed to allow higher misalignment which equates to more travel, which leads to enhanced vertical and horizontal travel of the system relative to Moskovitz. Further, the present invention is a “High or Long Travel Unit.” The ball joint taught by Moskovitz and others is a standard

which equates to more travel, which leads to enhanced vertical and horizontal travel of the system relative to Moskovitz. Further, the present invention is a "High or Long Travel Unit." The ball joint taught by Moskovitz and others is a standard travel unit.

3) Moskovitz is a re-packaging of a decades-old Ball Joint assembly in which the principle object is to "prolong the life of said bearing member." (1, line 39).

No additional fees are seen to be required.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Robert T. Spaulding", with a long, sweeping horizontal line extending to the right.

Robert T. Spaulding

#28,990